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USOECF FOR OECD SECRETARIAT

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SUBJECT: OECD ROAD RESEARCH PROGRAM: RESEARCH GROUP UTS

1. U.S. REPRESENTATIVE ON THE STEERING COMMITTEE FOR ROAD
RESEARCH REQUESTS THAT THE FOLLOWING INFORMATION BE PASSED
TO MR. B. HORN OF THE ROAD RESEARCH SECRETARIAT.

2. FOLLOWING ARE COMMENTS ON THE REVISED DRAFT OF THE TERMS
OF REFERENCE FOR OECD ROAD RESEARCH GROUP UTS - DESIGN,
DEVELOPMENT AND OPERATION OF URBAN PARKING SYSTEMS:

"THE SUBJECT RESEARCH SHOULD BE MORE SPECIFICALLY ORIENTED
TO INVESTIGATING THE DIFFERENT TYPES OF PARKING STRATEGIES
THAT HAVE BEEN USED BY THE INTERNATIONAL COMMUNITIES IN
MANAGING, CONTROLLING, OR RESTRICTING THE USE OF THE LOW
OCCUPANCY MODES (CARPOOLING, CONVENTIONAL BUS SERVICE, ETC.).

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THE TYPES OF STRATEGIES COULD BE REGULATORY AND PRICING
ORIENTED WITH A STRONGER EMPHASIS ON THE PRICING.

SOME OF THE SPECIFIC AIMS OF THIS RESEARCH SHOULD BE
TO:

A. SUMMARIZE THE BROAD REALM OF STRATEGIES THAT ARE

UNDER CONSIDERATION OR HAVE BEEN IMPLEMENTED BY THE OECD COMMUNITIES. THESE SHOULD INCLUDE IDEAS THAT HAVE BEEN CONCEPTUALIZED OR APPLIED BY DIFFERENT GROUPS SUCH AS MAJOR EMPLOYMENT CENTERS, RETAIL STORES, PUBLIC AND GOVERNMENT AGENCIES;

B. STUDY KEY ELEMENTS SURROUNDING PARKING STRATEGIES -- MECHANISMS FOR IMPLEMENTING CONTROLS, LEGAL OBSTACLES, ENFORCEMENT, USE OF REVENUES;

C. ASSESS THE EFFECTIVENESS OF PARKING MEASURES IN REDUCING AUTO USE, ENCOURAGING HIGH OCCUPANCY MODES, AND, IN GENERAL, INCREASING THE VIABILITY OF TOWN CENTERS. VARIATIONS IN THE IMPACT OF REGULARITY AND PRICING MEASURES SHOULD BE STUDIED ACCORDING TO:

- TIME OF DAY, GEOGRAPHICAL LOCATION,
- TRIP DURATION, PURPOSE AND VEHICLE OCCUPANCY,
- TYPE OF LOT OWNERSHIP, AND
- ON-OR-OFF STREET PARKING

D. DISCUSS THE SOCIAL, POLITICAL AND INSTITUTIONAL ENVIRONMENT IN WHICH THE TECHNIQUES WERE IMPLEMENTED SO THAT THE POSSIBLE TRANSFERABILITY TO OTHER NATIONS MAY BE BETTER ESTABLISHED;
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E. PERFORM FULL CASE STUDIES IN AREAS WHICH HAVE IMPLEMENTED SUCH PARKING STRATEGIES, ASSESSING THE IMPACTS USING AVAILABLE LOCAL DATA. IN CASES WHERE HARDWARE HAS BEEN DEVELOPED TO MAKE PARKING PRICING STRATEGIES MORE FEASIBLE, A DESCRIPTION OF THESE SHOULD BE INCLUDED.

F. DEVELOP A LIST OF NEW RESEARCH AND DEMONSTRATION TOPICS FOR CONSIDERATION BY THE DIFFERENT RESEARCH INSTITUTIONS FOR THE OECD COMMUNITIES. RESEARCH TOPICS SHOULD CONSIDER NOT ONLY THE POSSIBLE APPLICATION OF INDIVIDUAL PARKING PRICING STRATEGIES, BUT ALSO HOW PARATRANSIT AND CONVENTIONAL MASS TRANSIT IMPROVEMENTS CAN BE USED EFFECTIVELY TO COMPLEMENT TRAFFIC MANAGEMENT SCHEMES."

3. THE U.S. REPRESENTATIVE TO GROUP UTS IS MR. BERT ARRILLAGA, CHIEF, PRICING POLICY DIVISION, URBAN MASS TRANSPORTATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION, 400 SEVENTH STREET, S.W., WASHINGTON, D.C. 20590. MR. ARRILLAGA IS A CIVIL ENGINEER SPECIALIZING IN TRANSPORTATION AND TRAFFIC ENGINEERING AND OPERATIONS RESEARCH AND STATISTICS. HE HAS A BROAD BACKGROUND IN AREAS OF APPLYING DEMONSTRA-

TIONS IN PRICING INCENTIVES AND DISINCENTIVES SUCH AS

FREE OR REDUCED TRANSIT FARES, FARE REPAYMENTS, AND
PARKING PRICING STRATEGIES.

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